

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Victorious February Works (Formerly Skoda Works) at Hradec Kralove	DATE DISTR.	17 June 1955
DATE OF INFO.		NO. OF PAGES	4 25X1
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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 (FOR KEY SEE REVERSE)

1. The main factory of the Victorious February Works (Zavody Vitezneho Unora), National Enterprise, Hradec Kralove, formerly the Hradec Kralove Skoda Works, is located in Kukleny, a suburb west of Hradec Kralove. The west railroad station of Hradec Kralove is located to the east of the factory. To the east of the plant, about 1.5 kilometers away, flows the Elbe River which joins the Orlice River about 1800 meters southeast of the plant. Near the plant to the south runs the Stalin Highway which leads from Hradec Kralove to Prague. To the north, about 200 meters away, runs the Horice Road which leads from Hradec Kralove to Horice and Liberec. To the north, about four kilometers away, is located the Plotiste nad Labem plant of the Victorious February Works. About 1.5 kilometers northeast is located the Iron-Bridge Factory, known as the Lipenka plant of the Works. The perimeter of the plant area is 900 x 400 x 700 x 700 meters. 25X1
2. Identifying characteristics of the factory are the confluence of the Elbe and Orlice rivers about 1,800 meters southeast of it; three smokestacks, about 30 meters high, near the foundry; one 25-meter smokestack, near the boiler department; and one gas-storage tank near the gas plant, about 20 meters south of the factory.
3. Vulnerable points of the factory are the gas plant, electric power plant, the city power plant about 1.6 kilometers southeast of the factory, the transformer, and the storage depot for mines and pistols. 25X1
4. The plant was established in 1932. The following installations were built during World War II: boiler department, foundry, forge, assembly shed, lathe shed, and main office. Toward the end of the war, the plant was bombed and the boiler department, material depot, apprentices' shop, lathe department, and the tracks of the plant railroad siding were heavily damaged. The boiler department, material depot, lathe department, apprentices' shop, rail facilities, and air shelter were rebuilt after the war.

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NOTE: Washington distribution indicated by "X"; Field distribution by "#".

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5. The plant produces metal-working machines, lathes, cutters, locomotive and factory boilers, cranes, tank armor, railroad freight cars, anti-personnel and antitank mines, and Skoda 7.65 - millimeter pistols. In addition to tank equipment, tracks, and engines, the plant has been producing Tiger tanks since 1950 and T-34 tanks since 1952 on a continuous basis; 25 Tiger tanks and 12 T-34 tanks per month are produced on orders placed by the Ministry of Defense and the Ministry of Engineering (---5)1. A military commission of the Czechoslovak Army composed of four officers is permanently stationed at the plant. For the production of steam boilers the necessary plate is received by the plate department, which shapes it for further processing before sending it to the boiler department, which drills the holes for the rivets. The boiler parts are put together with screws, which are later replaced by rivets. These boilers are of very high quality, and there are no discards. The boiler department produces 15 small and 10 large factory steam boilers per month; it would be possible to increase production to 35 small and 15 large boilers per month. About the end of 1954, the production of mines in the entire foundry reportedly was to be transferred to the Plotiste nad Labem plant.
6. The Tiger and T-34 tanks are transported by rail to a CKD factory in Prague, from whence they are sent to Olomouc, where their equipment is installed. (---4). The pistols are sent by rail to the V. I. Lenin Works in Pilsen. The steam boilers are sent by rail to Poland and various places in Czechoslovakia at a ratio of 60 to 40, respectively; those sent to Poland probably are reshipped to the USSR. Shipments are made from the Hradec Kralove east railroad station every two weeks.
7. The equipment of the factory is as follows:
 - a. The shed for working metal plate for weapons has about 15 new electric lathes of Czech make; about 5 new electric shears of Czech make, and about 15 new electric drilling machines of Czech make.
 - b. The plate department for apprentices has 3 old electric shears of German make for tinplate, about 20 new electric grinders of Czech make, about 20 new electric drills of Czech make, 3 gas generators, 4 electric welding machines, and 3 old electric cranes of German make.
 - c. The dispensary has 2 new X-ray sets of Czech make.
 - d. The foundry has 3 gas furnaces, 6 electric cranes, and about 12 old electric metal-working machines.
 - e. The copper forge shop has 3 electric shears, 6 electrolytic machines, 5 electric welding machines, about 15 electric drills, about 15 electric grinders, and about 12 pneumatic hammers.
 - f. The tool repair shop has about 20 electric grinders, about 8 gas forges, 3 electric cutters, and about 10 old electric drills.
 - g. Stored in the tool warehouse are hammers, tongs, drills, tinplate shears, grinders, and chisels.
 - h. The boiler department has 8 old electric cranes, about 18 old electric welding machines, about 15 gas generators, four large new electric drills of Czech make, about 40 small new electric drills, about 40 grinders, about 30 new pneumatic hammers, 3 machines for cutting metals by means of a gas flame, 3 large water presses for riveting, about 14

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field gas forges, 3 electric furnaces, 5 large old electric grinders, about 20 small, new electric grinders, 2 small, old air presses, 4 old electric rollers, and 2 old electric cutters.

- i. The plate department has 6 old electric cranes, 8 new electric welding machines of Czech make, 12 gas generators, 5 old electric shears, about 30 new air-operated pneumatic hammers, 6 large old electric drills, 5 large old electric grinders, about 20 small old electric grinders, about 20 small new electric drills, 4 old electric rollers, and 3 air presses (two old and one new).
 - j. The forge shop has 8 gas furnaces, about 16 old gas generators, and 4 old electric cranes.
 - k. The assembly department has 7 old electric cranes.
 - l. The lathe department has about 60 electric lathes (about 20 of them new), about 20 electric cutters (about 10 of them new); 3 large, old, electric planing machines, about 30 large, new, electric drills, 7 old electric cranes, and about 12 large, old, electric grinders.
 - m. For sawing equipment, the factory has one new electric saw of Czech make for sawing iron.
8. The factory has the following vehicles: 2 standard-gauge locomotives, about 40 standard-gauge railroad cars, 4 Skoda busses for workers' transportation, 30 Skoda, Canada, and Tatra trucks, 8 Skoda - Tudor automobiles, 6 Jawa 250-cubic-centimeter motorcycles, 2 ambulances, and 2 fire engines.
9. The Kukleny factory receives its regular electric power from the city's main electric-power plant, located about 1.6 kilometers southeast of the factory. In case of emergency, the factory can obtain power from its own power plant. Its power plant and forge shop operate on lignite, bituminous coal, and coke; the necessary water is obtained from the Elbe River.
10. Raw and semifinished materials include plate, pipes and rods of iron, copper, brass, steel, zinc and nickel; iron ingots and U-, L-, and T- shaped iron. The plant also receives finished boiler bottoms. There is a great shortage of iron and steel plate, as well as of pipes of nonferrous metals. Pig iron and iron and steel plate and pipes come from the United Steel Works in Kladno; they arrive at the west railroad station in Hradec Kralove and from there are shipped to the plant. The raw and semifinished materials arrive twice every 14 days; each train is usually made up of 6 cars. Precious metals, pipes, bars, etc., are stored in the warehouse, which contains about 3½ railroad carloads of such materials. Iron plate, pig iron, and boiler bottoms are placed in a clearing where about 18 railroad carloads of these materials are stocked.
11. During World War II, the plant employed 13,000 persons; as of September 1954 it employed 10,400, with additional personnel being hired continually. The personnel breakdown by nationality is as follows: Czechs, 70 percent; Slovaks, 20 percent; foreigners, 10 percent (8 percent Greeks, about 300 Poles, and about 200 German civilians). Soviet personnel come to the plant only from time to time. About 30 percent of the plant's personnel consists of women; about 2,500 of the total personnel are young people. Each day workers come in and about 90 percent of them are women.

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12. The plant operates on three daily work shifts of eight hours each: 0600 - 1400; 1400-2200; and 2200-0600 hours. The work norm is high and continues to increase. As of 1 January 1955, the work norms of the various departments reportedly were to increase by 25 percent.
13. The factory management included: Jan Marek, general manager, Czech, Communist; Jaroslav Voprsal, head of the planning section, Czech, Communist; Olga Stranska, head of the payroll section, Czech, Communist; Kraus (fnu), head of the boiler department, Czech, Communist; Jan Vrba, head of the lathe section, Czech, Communist; Duspiva (fnu), head of the models section, Czech, Communist; Nikolaj Vydasov, security officer, Soviet, Communist; Jan Cizek, president of the factory council, Czech, Communist; Kossa (fnu), engineer, in charge of apprentices, Czech, Communist; Kossa (fnu), head of the tin plate section, Czech, Communist (the two Kossas are brothers).
14. Security measures are as follows: Around the entire plant there is a stockade, two meters high, topped by barbed wire. The entire plant is watched by about 80 plant policemen who wear blue uniforms and are armed with pistols. In addition there are 300 plant militiamen who wear blue uniforms and are armed with rifles and pistols. There are also 280 men of the SNB, who are armed with pistols and automatic rifles. The plant has two entrances and two exits, as well as an entrance and an exit for the railroad line, each guarded by five factory militiamen, one SNB man, and one gatekeeper, who are relieved every three hours. Upon entering the plant, everyone must show a pass bearing his photograph. The passes issued to the workers of the various departments are of different colors, as follows: boiler department, red; plate department, light red; assembly department, blue; pistol-production department, green; and apprentices, white. The plant has a concrete air shelter built during World War II.
1. Comment: The Tiger is a German tank of which the continued production is most unlikely. This plant is known to be capable of producing tank hulls. Orders for tanks would not be placed by the Ministry of Engineering.

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